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No. 14,893.

號二第月六年九零百九千一英

HONGKONG, WEDNESDAY, JUNE 2, 1909.

日五十月四年元就宣

PRICE, \$3.00 Per Month.

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to the  
House of  
Commons.

## SCOTCH WHISKY.

SOLE AGENTS IN  
HONG KONG, CHINA & MANILLA.  
A. S. WATSON & Co. Ltd.  
Hong Kong, May 1, 1907.

### A JAPANESE SUICIDE.

An inquiry was held at the Magistrate's today, before Mr. J. H. Kemp, and a jury consisting of Messrs F. O. H. Kellinghusen, J. C. V. Ribeiro, and J. O. V. Ribeiro, into the circumstances attending the death of Saki Seichichi, a Japanese, whose body was found floating in the harbour on May 19th near the Naval coal sheds at Kowloon. Dr. Pearce said the body was that of a young man about 25 years of age. From a post mortem examination he was able to state that there must have been a considerable struggle for breath. There was a wound in the front of the neck and this was in the nature of a stab. The wound was just below the larynx and just over the windpipe. It was one and a half inches in length and sloped slightly upwards towards the left. From the very congested state of the internal organs and the evidences of a strong struggle before death he considered the cause of death was drowning and not the loss of blood from the stab in the neck. The wound was consistent with a self-inflicted injury.

Harish Jeeben, engineer, gave evidence to discovering a suit of clothes, a pair of boots, and a cap near the new Recreation Ground at Yau-mai. Near the water's edge, on a stone wall, there were evidences of blood. Among the papers found on deceased were none bearing on the case. One of them, however, was a love letter. A fellow-employee of deceased said he left for Canton about five days before his death. He had no troubles in Hongkong that witness was aware of, but he had business worries. A Japanese clerk in the N. Y. K. said he knew deceased in Japan, and later in Hongkong. He had often told witness he had trouble in Japan, saying he had lost all his money in trade. Five days before his death he told witness he was going to Canton to look for work.

The Coroner said deceased appeared to have cut his throat and then jumped into the water. The circumstances pointed to suicide, as he had some trouble with a wife and sweetheart who were apparently in need of money.

A verdict of "Suicide" was returned.

### SPORTING.

#### Rifle Shooting.

No. 1 Coy. H.K.V.A., had their fifth Company shoot last Sunday at King's Park. The best net scores were:—  
Sgt. Major Meek ... 76  
Budd Smith ... 76  
Sgt. Smith ... 69  
Cpl. Loureiro ... 61  
Spoon winners, Meek and Smith.

#### English Cricket.

The match between Kent and Northamptonshire, played at Northampton on May 24, 25, 26, resulted in a victory for Kent by an innings and 160 runs. The matches between Middlesex and Sussex at Lord's, Oxford University and the Australians at Oxford, Gloucestershire and Warwickshire at Bristol, Yorkshire and Somerset at Bradford, Surrey and Essex at the Oval, and Leicestershire and Lancashire at Leicester, were abandoned.

The Hongkong cricketers left Shanghai by Chingto for Kobe on May 27. They had a hearty send-off.

#### AMOI NOTES.

(From Our Own Correspondent.)

**SHIPPING.**  
The Customs Revenue cruiser Ping-ching arrived this morning from Shanghai and will make a tour of the local light-houses in a few days. The Hong Bee left for Swatow and the Straits with nearly 1300 passengers yesterday afternoon.

**EMPIRE DAY CELEBRATIONS.**  
The reception arranged at the British Consulate for Empire Day, which was postponed on account of the inclemency of the weather, was held on Saturday evening at 8.30 p.m. The fine grounds of the Consulate were very prettily lighted up with Japanese lanterns, and the effect was charming. The fireworks were displayed on the lawn, and were much appreciated by the large number of guests present. Supper was held at the conclusion, and this was Empire Day celebrated in Amoy, in a quiet but none the less splendid manner.

## Business Notices. W. S. BAILEY & Co., Ltd.

HAVE BUILT OVER 100  
FAST LIGHT DRAFT LAUNCHES, MOTOR  
BOATS, MOTOR BARGES, TUGS, LIGHTERS  
AND PASSENGER STEAMERS.

Works:—Kowloon Bay. Offices:—Hotel Mansions.

### NOW ON SALE.

## DETAILED MAP OF THE PEAK.

Giving Name, Number & Location of each House.

PLAN of City from Pokfulam Road to Wan-chai Road; Residential Roads, numbered to date 1909.

Small Scale Map of Island, Channels and Kowloon Point, showing Docks, Railway, Green Island Cement Works, etc.  
COURTESY BY E. A. MASSEY.  
The above is cloth-bound case with pocket for Map, names (in English and Chinese with pronunciation) and location of principal Roads and Streets, Peak, City and Kowloon with Legalized Title for Chair and Ricksha-hire: Price \$2.00. Map alone \$1.00. To be had from CHINA MAIL, SOUTH CHINA MORNING POST, KAILI & WATSON, BARNES & Co. and THOS. COOK & SON, Hongkong, May 20, 1909.

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Charms, Chains, Links, &c.

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IT is hereby notified that Mr. F. R. J. ADAMS has been authorized to act on behalf of our Company for procuration of shares from this date.  
HOWARTH ERSKINE, LTD.  
Hongkong, June 1, 1909.

### NIGHT STEAMER TO CANTON.

New Twin Screw Steamer,

### S.S. SAN CHEUNG

Fitted throughout with Electric Light and Fans supplied in all cabins.  
(Captain J. McGINTY).

LEAVES Hongkong for Canton at 9 p.m. on  
SUNDAY, TUESDAY & THURSDAY.

Leaves Canton for Hongkong at 8.30 p.m. on  
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Fare, 1st Class, \$2.50 single passage.  
Meals ..... \$1.00 each.  
Servants' passages must be paid for.  
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Hongkong, November 12, 1908.

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SURVEYOR, VALUER

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Hongkong, April 14, 1909.

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NEW STOCK OF

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## NESTOR SANITARY FLUID

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One Gallon Tins \$2.

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## HOUSEHOLD AMMONIA

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MODERATE TERMS AND NO EXTRAS.  
BAND AT Tiffin & DINNER.  
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## PEAK HOTEL

ADJACENT TO THE TRAMWAY TERMINUS, 1,400 FEET ABOVE SEA LEVEL.  
Adjoining the Tramway Terminus, 1,400 feet above Sea Level, the Peak Hotel is situated in the heart of the North-east Wind in Winter. Commanding a magnificent view of Hongkong, the Harbour and adjacent islands for forty miles.  
A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURIST HOTEL.  
Terms:—From \$5 per day. Max. Telephone Add: "Peakful."  
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Hongkong, February 8, 1909.

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QUEEN'S ROAD CENTRAL

CENTRALLY situated, up-to-date Hotel. Recently renovated and under entirely new management. Large and comfortable rooms, excellent cuisine, under the supervision of an experienced French Chef.

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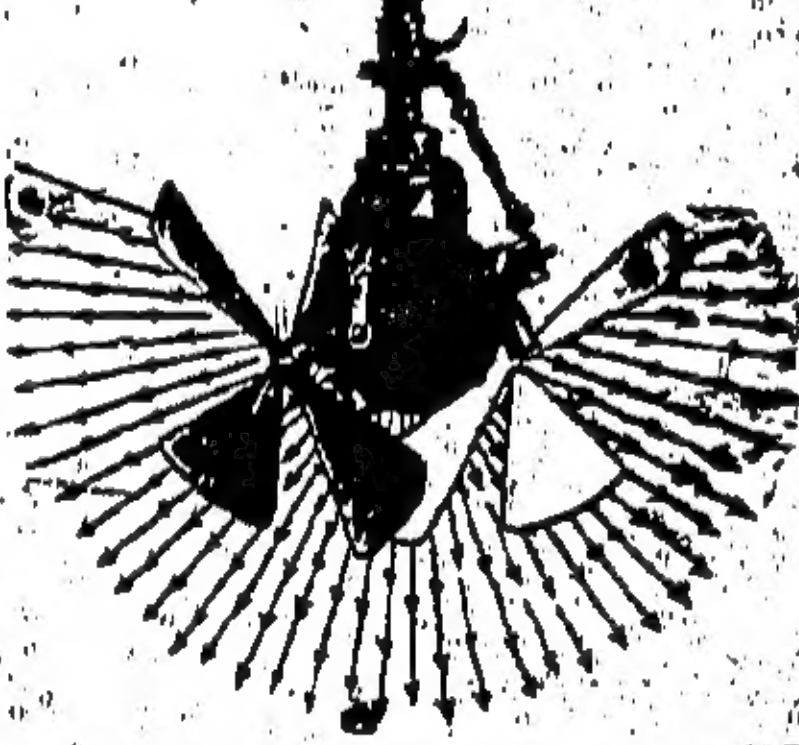
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SHIP-CHANDLERS, SAILMAKERS, PROVISION MERCHANTS, COAL  
MERCHANTS, &c., &c., OF FIFTY YEARS STANDING.  
SHIP CAPTAINS ARE REQUESTED TO GIVE US A TRIAL.  
FRANCISCO TSE YAT, General Manager.  
Hongkong, August 12, 1908.

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## SIEMSEN &amp; CO.,

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Hongkong, March 5, 1908.

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Hongkong, January 27, 1908.

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TORIES, SICK-ROOMS, FLOORS, WALLS, GUTTERS, &c.IT IS THE STRONGEST AND MOST POWERFUL  
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Government Analysis at Buyers' Disposal.

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AVENUE'S WORLD-KNOWN COPPER PAINT.  
For the Bottoms of Vessels and Boats and for the Coatings of  
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into the wood, thus rendering same immune against attacks of  
the Terebo, Barnacles Marine Growths, etc.

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Hongkong, May 6, 1908.

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Stomach, Headache, Heartburn, Indigestion,  
Your Eruptions, Blinds, &c.24 Physician's  
One for Gout,  
Rheumatic Gout  
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Effective Aperient  
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## Intimations.

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SOLE PROPRIETORS OF TAKA-  
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For particulars, apply to

H. OISEL,

Manager,

No. 2, PRINCE STREET,

Hongkong, January 9, 1909.

## NOTICE.

THE MANAGER of KENNEDY'S  
STABLES is to inform the Resi-  
dents of Kowloon District, that provided  
sufficient support be forthcoming he will be  
prepared to establish a Showring at  
Kowloon where horses and ponies can be  
shown by experienced Shanghai farriers on  
stated days to be arranged later.  
Inasmuch as expenses will be incurred  
in hiring suitable premises and in fitting up  
the force, the Manager hopes that the  
scheme will have general support.  
Those desirous of availing themselves of  
the above are requested to send in their  
names and number of horses and ponies to  
the Undersecretary.G. W. GREGG, Manager,  
KENNEDY'S STABLES.

Hongkong, May 4, 1909.

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**APIOL & STEEL**  
**PILLS**

A French Remedy for all ailments of the  
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Acidity, Flatulence, Heartburn, &c. It is  
the most powerful and reliable of all  
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is also a powerful laxative and purgative,  
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medical authorities of the world.

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BEST MILK IN THE MARKET

FOR

INFANTS AND INVALIDS.

CHAPLAIN OF THE ORDER OF THE THISTLE.

A bonafide reference to the  
historic sense of Scotland is to be happily  
rescued from misapprehension. The official  
announcement that the Trustees appointed  
by the King for the erection of the Chapel  
of the Order of the Thistle have selected  
Mr. R. S. Lorimer as architect for the  
design and execution of the work, and  
Mr. Thomas Ross as honorary consulting  
architect, may be regarded as an assurance  
that the project of constructing the Chapel  
has assumed a practical form. An addition  
to the "great Church of St. Giles" in  
Edinburgh, as now proposed, is much to  
be preferred to the original design of  
disturbing the ghostly shades of Holyrood  
Abbey with the exorcism of a new build-  
ing. The late Lord Leveson and Melville  
to whose liberality the Chapel is due,  
chose Holyrood; but the ruins, it was  
found, could not be utilized. The present  
Earl, serving himself heir to his father's  
magnificent intent, has now aptly conceived  
a scheme which will link the Scottish  
Knights with a building which almost  
rivals Holyrood in epitomizing the spirit of  
the Scottish race. St. Giles is closely in-  
terwoven with the history of Scotland from  
the earliest ages, and it has been the scene  
of many remarkable events which have left  
their impress on the national character.

A FAMILIAR EPITOME.

The death has taken place of Colin G.

Ross of Grimsby, Roseville, and for

(Continued on Page 5.)

NATURAL MILK EXPORT

GESELLSCHAFT WAREN I. NECKL.

Case of 24/1 Liter Tins

48/6

96/2

SOLE AGENTS -

SCHULDT &amp; CO.,

HONGKONG &amp; CANTON.

Hongkong, April 22, 1909.

623

## SCOTTISH LETTER.

(From Our Own Correspondent.)

EDINBURGH, April 30.

THE FAITH OF JOHN DAVIDSON.

Mr John Davidson, poet and dramatist,  
disappeared some time ago, and his relatives  
have now reached the melancholy conclusion  
that he has forged his way out of a world  
which refuses a living wage to all but a  
very few poets. And there is something  
infinitely pathetic and charged with tragic  
meaning in what was probably among the  
last words he wrote,—"I have to turn aside  
and do things for which people will pay."  
Those in his confidence were aware that the  
idea of suicide was by no means strange to  
his mind. "As a brother Scot who knew  
him in Fleet Street, and was of the Glasgow  
Herald when he wrote largely for that  
newspaper, I can testify that this was the  
case. Poets of his class are perhaps apt to  
be too much in love with useful death."In his final book, published in October  
last, there is a poem entitled "The Last  
Journey," which it is difficult to read now  
without feeling that, not metaphor, but a  
very sombre plan, was in the poet's mind.  
I felt the world a-spinning on its axis,  
I felt the time had come to find a grave;  
I knew in my heart my days were done,  
I took my staff in hand; I took the road,  
And wandered out to seek my last abode.John Davidson was the son of an  
Evangelical Union minister at Montrose  
Street, Glasgow, and afterwards at  
Greenock. At the early age of thirteen,  
he was set to work in the chemical  
department of a sugar refinery, and then  
became assistant in the town analyst's  
laboratory. But he showed no enthusiasm  
for either of these callings, and made no  
attempt to disguise his dislike. Books  
were his life, especially those of poetry  
and imagination. He made an escape  
from trade by teaching literature, first  
in a young ladies' seminary in  
Greenock, and afterwards in various  
schools in that town and throughout  
the country. It was at this time he  
found liberty with his pen, and became  
a contributor of articles to newspapers.Next he started writing tales, fancies,  
poems, and tragedies; and some of these  
tales are pitched at a very high level, and  
are carried through on the same plan with  
an air of extreme ease and naturalism in  
method, even when presenting plots and  
scenes, that might have embarrassed a  
Cervantes. Poetry, however, was his  
forte; and he first received recognition in  
this department of literature after his  
removal to London in 1890, and published  
his "Fleet Street Eclogues." Then he  
was given his rightful place by the magis-  
trous of critics, and some of his songs  
and ballads will keep his memory green  
among all lovers of good artistic work.

"FOREIGN" TRAWLERS IN THE

MORAY FIRTH.

The Trawling in Prohibited Areas (Pre-  
vention) Bill, which deals with the possi-  
bility of "foreign" trawlers in the Moray  
Firth, promises to have an easy progress  
through Parliament. The overwhelming  
body of Scottish opinion on both sides of  
politics is in its favour, and the Opposition  
accept it as a continuation, though an in-  
adequate one, of the Unionist policy.  
The objectors, who numbered only sixteen  
on a division, and who twist the Govern-  
ment with promoting a Protectionist  
measure, "are confined to the two repre-  
sentatives of Aberdeen and a few English  
representatives of East Coast fishing  
towns. The Bill will keep "foreign"  
trawlers out of the Moray Firth, from  
which British trawlers are very properly  
excluded by the Act of 1889. The nominal  
"foreign" trawler, who hails from Grimsby  
and lands his fish at Grimsby, cannot by  
reason of his foreign register be expelled  
from the Firth without raising interna-  
tional problems that are best left alone. We  
have so many fishery disputes in gulls  
and bays on our hands the world  
over, that it would be dangerous to set  
aside the three mile limit in this one par-  
ticular case for our own convenience. But  
the Bill provides a simple and apparently  
effective means of dealing with the foreign  
trawler in the Firth. It prohibits him  
from landing his catch in the United King-  
dom, and thus it removes all incentive to  
Grimsby or other East Coast trawlers to  
practice the evasion of British law by  
foreign registration of their boats.

CHAPLAIN OF THE ORDER OF THE THISTLE.

A bonafide reference to the

historic sense of Scotland is to be happily

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Edinburgh, as now proposed, is much to

be preferred to the original design of

disturbing the ghostly shades of Holyrood

Abbey with the exorcism of a new build-  
ing. The late Lord Leveson and Melville  
to whose liberality the Chapel is due,  
chose Holyrood; but the ruins, it was  
found, could not be utilized. The present  
Earl, serving himself heir to his father's  
magnificent intent, has now aptly conceived  
a scheme which will link the Scottish  
Knights with a building which almost  
rivals Holyrood in epitomizing the spirit of  
the Scottish race. St. Giles is closely in-  
terwoven with the history of Scotland from  
the earliest ages, and it has been the scene  
of many remarkable events which have left  
their impress on the national character.

A FAMILIAR EPITOME.

The death has taken place of Colin G.

Ross of Grimsby, Roseville, and for

(Continued on Page 5.)

## Intimations.

## THEATRE ROYAL.

Friday and Saturday,

June 4th and 5th, at 9 p.m.

## CHING LING FOO,

THE GREATEST CHINESE MAGICIAN,  
(en route to England)

will appear for the FIRST TIME in Hongkong.

This Famous Magician will be assisted by his DAUGHTER, a Clever Vocalist who  
will render ENGLISH SONGS TO PIANO ACCOMPANIMENTS.  
Mr. CHING LING FOO was specially deputed by the Chinese Commissioners to per-  
form at the welcome of the American Fleet at Amoy.

PRICES... \$3, \$2 and \$1.

ONLY 2 PERFORMANCES.

PLAN AT THE ROBINSON PIANO Co., LTD.

Hongkong, June 1, 1909.

737

WANTED IMMEDIATELY.

A FURNISHED HOUSE, self contain-

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880

PROF. F. GONZALES.

GIVES LESSONS on Violin, Mandoline,

Banjo, Guitar, Cello, etc., at pupils'

residences or at his studio.

Apply, 7, ARBUTHNOT ROAD,

Hongkong, May 10, 1909.

626

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Hongkong, April 29, 1909.

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(The Programme, which will include some of the best local talent, will be published later.)

ADMISSION - - - \$1.00. Hongkong, May 28, 1909. 707

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TO-NIGHT! TO-NIGHT!

The Vivacious Soubrettes

and Celebrated Dancers

COLEMAN SISTERS.

GRAND NEW FILMS.

Hongkong, March 8, 1909. 328

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THE ALEXANDRA CINEMATOPHOTOGRAPH as it stands.

Price \$1,500 (exclusive of Machine).

Apply Post Office Box 55. Hongkong, January 28, 1909. 111

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TOTAL FUNDS AT 31st DECEMBER, 1908, £28,114,624.

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Subscribed Capital £2,750,000

Paid-up Capital £287,500 0 0

Fire Funds 3,065,374 15 9

Life &amp; Annuity Funds 14,315,842 10 3

Sinking Fund Accounts 43,907 5 8

£28,114,624 11 1

Reserve Fire Branch 2,280,892 13 9

Life &amp; Annuity 1,847,524 18 4

Branches 5,282 5 0

£4,133,699 16 11

The Accumulated Funds of the Fire and Life Departments are free from liability in respect of each other.

SHEWAN, TOMES &amp; CO., Agents. 24

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NOW OFFERING

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This well reputed Store facilitates the demands for

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Experience.

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Hongkong, April 16, 1907.



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For the Bath, Toilet and

Household.

Promotes a healthy action of the skin

counteracts all effects of perspiration,

and is as refreshing and invigorating

to the system as a Turkish Bath.

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Highly recommended by

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In three strengths, containing 5% 10% and

20% of pure carbolic acid.

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Turkish Bath Salt

Softens the water, and imparts a delightful

fragrance to the skin.

A. S. WATSON &amp; CO.,

LIMITED.

THE HONGKONG DISPENSARY

AND KOWLOON DISPENSARY.

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FULL REPORTS.

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Ready made day and evening

Gowns, Paris Models in

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Single copies, Daily, ten cents; Week 7

thirty cents; for cash.

Telegraphic Address, 'Mail,' Hongkong.

Code, A. B. C., fifth edition.

TELEPHONE No. 22.

CHINA MAIL LIMITED.

## MEMOS FOR TO-MORROW.

Miscellaneous

Goods per Kwachai Maru not cleared

on this date subject to rent.

## General Memoranda.

FRIDAY, June 4:-

9 p.m. - Performance of Ching Ling Foo

at Theatre Royal, City Hall.

Goods per Prinz Waldemar undelivered

after this date subject to rent.

Goods per Prinz undelivered after this

date subject to rent.

SATURDAY, June 5:-

11 a.m. - Auction of Household Furniture

at No. 2, Peddar Street.

2.30 p.m. - Auction of High-class Irish

Household Linen, &amp;c., at Mr Geo. P.

Lammert's Sales Rooms.

9.15 p.m. - Open Air Concert at the

Craigengower Cricket Club's Ground.

TUESDAY, June 8:-

Goods per Mongolia undelivered at Noon

on this date subject to rent.

## The China Mail

HONGKONG, WEDNESDAY, JUNE 2, 1909.

## WELSH CHURCH DIS-

ESTABLISHMENT.

A correspondent who was present in

the House of Commons on the evening

when Mr. Asquith introduced, for this

third time, his Welsh Church Dis-

establishment and Disendowment Bill,

says that he was greatly struck by the

air of unreality which pervaded the

ceremony. The Premier addressed the

House in a dull, constrained way and

had frequently to be coached by Sir

SAMUEL EVANS, the Solicitor-General,

who sat at his elbow. It was perfectly

evident from the unenthusiastic manner

in which Mr. Asquith spoke that he was

merely throwing a sop to his Welsh

supporters, who have been worrying

him greatly of late. The proposals

contained in the bill can be summariz-

ed as given below:-

Disestablishment to take effect from

January 1, 1911.

No Bishop in the four dioceses affected

to continue to have a seat in the House

of Lords; the number of spiritual peers

there being reduced from 26 to 22.

From the date named ecclesiastical

law in Wales to cease to exist as law;

the articles, rules, and ordinances of the

Church of England to operate in Wales,

by agreement and subject to the re-

presentations of any authorised body of

outside Wales, the latter to such county

councils as the Commissioners decide.

All other property vested in the

Commissioners to be transferred to the

Council in Wales, subject to existing

public and private rights.

The parochial property to be applied

according to schemes by the county

councils for the erection or support of

cottages, hospitals, provision of trained

nurses, public halls, institutes, technical

and higher education, etc.

Mr Asquith's reasons for submitting

the present bill may be briefly stated.

He urged that the Church in Wales was

in no sense an offshoot or a missionary

development of the Church of England.

When the Principality was, for political

purposes, incorporated in or annexed to

the kingdom of England, contemporane-

ously or consequently, the Church of

Wales was incorporated in or annexed

to the Church of England. The English

Government succeeded in doing with the

Church in Wales what it had never

succeeded in doing with the Welsh

people - it denationalised it. For cen-

turies the Church was used by English

rulers for political purposes and as the

organ and instrument of the English

Government. Welsh Nonconformity was

the result of a revolt against this state

of things. Starting from the voluntary

principle with a new form of teaching and

organisation, it captured everything that

was best and most progressive in the

religious life of Wales. True Mr.

Asquith acknowledged that a new and

beneficent chapter opened in the last

seventy years in the life of the Welsh

Church, but he urged that it had learned

its lesson too late. The present position

was that the Nonconformist community

of Wales provided accommodation in the

ratio of three to one, for those who

frequented their chapels, as

against the accommodation provided

in the Church. The amount contrib-

uted by the Nonconformists in 1904-5

was £318,700, as against £296,400,

contributed by the Church community.

The Nonconformist Sunday school at-

tendance was 592,000, whilst that of

the Church schools was 178,688.

The figures quoted by Mr. Asquith,

however, are much out of date. The

Church in Wales, unlike the Noncon-

formist bodies, has shown a remarkably

steady increase during the past few years,

as the following figures which deal with

communicants, not irresponsible Sunday

school scholars, prove:-

Sunday School

Easter number of members, including

Communicants, Teachers, 189,061

1906.....134,414 135,004

1907.....135,384 137,252

1908.....138,782 201,340

1909.....140,811

These are Church figures, but even

they, Nonconformist Year Book, whose

returns were submitted to the Welsh

Church Royal Commission, - which,

by the way, has not yet sent in its

report - prove that even allowing for the

sudden increase in many chapel rolls

due to the famous Revival in 1905,

the Welsh Church stood out well ahead

in the matter of communicants. The

figures are as follows:-

Church communicants in Wales 189,061

Calvinistic Methodists 170,617

Congregationalists 175,313

Baptists 143,123

Wesleyans 40,811

It is clear that, on account of the

decrease in Nonconformist members in

1906 and 1907 due to the inevitable

reaction following an hysterical Revival,

on the one hand, and the continued pro-

gress of the Church during these years on

buildings of the Principality. Things

are therefore widely different from what

they were fourteen years ago when he

first proposed Welsh Disestablishment

in the House of Commons. Contrary

to usual precedent at a first reading of

a bill, several speeches were made on the

present occasion, the most important

coming from Mr. A. J. Balguy. "The

Government," said he, scornfully, "have

diverted their energies from attempting

social reform to the more congenial task

of destroying one of the ancient institu-

tions of the country." He halted for an

instant and then added, "I think they

do it better. It is your ancient constitu-

tional role, but you might do it with

more decorum." It was admitted by

the Prime Minister, said Mr. Balguy,

that the Church in Wales had risen to

the height of its great responsibilities.

Was the doctrine now brought forward

that the Church was to be improved by

being deprived of its property? "Is it

not a monstrous and extravagant

doctrine," he exclaimed, "that religion

is to be more efficient by making its

ministers poorer? That is a doctrine

sometimes wrapped up in rhetorical

phrases, but which sometimes appears

in all its naked absurdity. It is a

doctrine carefully kept for the Estab-

lished Church, and is never applied to

Nonconformist denominations." Speak-

ing generally we gather that the opinion

of English politicians is that the Bill

is not expected to pass into law, and

this feeling is shared by the Government.

Mr. Asquith, with an eye to the general

election, which cannot possibly be put off

for more than another year, and fearing

a Welsh revolt, has, however, introduced

the measure in the hope of binding their

allegiance. But neither he nor his

party imagine that he is doing more

than ploughing the sands.

## NEWS OF THE DAY.



**DODWELL & CO., LTD.**  
 Hongkong & Shanghai



## Shipping.

## PENINSULAR &amp; ORIENTAL STEAM NAVIGATION COMPANY.

Will dispatch VESSELS to the Undermentioned PORTS on or about the DATES named—

| FOR                          | VESSELS | TO SAIL ON | REMARKS                |
|------------------------------|---------|------------|------------------------|
| SHANGHAI, MOJI, KOBE (SIMLA) | DEVANHA | About 3rd  | Freight and Passengers |
| YOKOHAMA                     | DEVANHA | About 10th | Freight and Passengers |
| LONDON, via Suez             | DELHI   | 12th       | See Special            |
| LONDON & ANTWERP             | POONA   | About 14th | Freight only           |

P. & O. S. N. Co.'s Office.

## CANADIAN PACIFIC RAILWAY CO'S.

Between China, Japan and Europe, via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria, and Vancouver, B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER.

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Proposed sailings from Hongkong and Quebec.

| From Hongkong:       | From Quebec:       |
|----------------------|--------------------|
| EMPEROR OF JAPAN     | ALLAN LINE         |
| SATURDAY, JUNE 12th  | FRIDAY, JULY 9     |
| EMPEROR OF CHINA     | EMPEROR OF IRELAND |
| SATURDAY, JULY 3rd   | FRIDAY, JULY 30    |
| MONTEAGLE            |                    |
| WEDNESDAY, JULY 14th |                    |
| EMPEROR OF INDIA     | ALLAN LINE         |
| SATURDAY, JULY 24th  | FRIDAY, AUG. 20    |

Each Trans-Pacific 'Empress' connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The 'Empress of Britain' and 'Empress of Ireland' are magnificent vessels of 14,500 tons, speed 20 knots, and are regarded as second to none on the Atlantic.

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Operations in connection with the OREGON RAILROAD & NAVIGATION CO.

| STEAMSHIP     | TONS | CAPTAIN | TO SAIL ON      |
|---------------|------|---------|-----------------|
| HEINRIK IBSEN | 4678 |         | About June 20th |

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

S. SILVERSTONE, Agent.

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FORTNIGHTLY SERVICE TO AND FROM EUROPE, Via SUEZ CANAL.

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| FOR                                  | STEAMSHIP    | CAPTAIN  | TO SAIL ON         |
|--------------------------------------|--------------|----------|--------------------|
| SHANGHAI, KOBE and YOKOHAMA          | TOURANE      | LANGLIN  | June 7, p.m.       |
| MARSEILLES, via PORT SAID, POLYNESIA | BROG         |          | June 8, at 1 p.m.  |
| SHANGHAI, KOBE and YOKOHAMA          | ARMAND BEHIC | GUYONNET | June 21, p.m.      |
| MARSEILLES, via PORT SAID, SYDNEY    | REUNION      |          | June 22, at 1 p.m. |

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Through Tickets to London, via Paris, from £27.10 up to £71.10. 20 hours railway from Marseilles to London. Interpreters meet passengers on their arrival in Marseilles.

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TO HAVRE, BREMEN AND HAMBURG, AND TO NEW YORK.

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| Outward                       | Home                           |
|-------------------------------|--------------------------------|
| For Shanghai, Yokohama & Kobe | For Bremen, Hamburg & R'dam    |
| S.S. BRASLIA                  | S.S. BUEVA                     |
| 27th June                     | 11th June                      |
| S.S. SEGOVIA                  | S.S. BENIGAMIA                 |
| 22nd June                     | 17th June                      |
| S.S. C. FERD. LAEISZ          | S.S. SOA DIA                   |
| 26th June                     | 1st July                       |
| S.S. SLAVONIA                 | For Marseilles, Havre & R'dam  |
| 10th July                     | S.S. SIBIRIA                   |
| S.S. ANTONIUS                 | For Liverpool, R'dam & Hamburg |
| 24th July                     | S.S. GROSSEUR                  |
|                               | 28th July                      |

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PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

| STEAMSHIP   | TONS   | DAY      | DATE      | TIME    |
|-------------|--------|----------|-----------|---------|
| ASIA        | 9,500  | FRIDAY   | 4th June  | at Noon |
| MONGOLIA    | 27,000 | TUESDAY  | 15th June | at Noon |
| TENYO MARU  | 21,000 | SATURDAY | 19th June | at Noon |
| KOREA       | 18,000 | TUESDAY  | 23rd June | at Noon |
| NIPPON MARU | 18,000 | SATURDAY | 27th July | at Noon |
| SIBERIA     | 18,000 | TUESDAY  | 31st July | at Noon |
| CHINA       | 10,200 | SATURDAY | 31st July | at Noon |
| MANCHURIA   | 27,000 | SATURDAY | 31st July | at Noon |
| CHIYO MARU  | 21,000 | SATURDAY | 7th Aug.  | at Noon |

The S.S. ASIA will leave for San Francisco, via Shanghai, Nagasaki, Kobe, Shimizu, Yokohama and Honolulu, on FRIDAY, June 4th, at Noon.

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The fine Mail Steamers ASIA and CHINA carry Intermediate passengers only, affording superior accommodation for that class.

| STEAMSHIP | TONS   | DAY     | DATE      | TIME    |
|-----------|--------|---------|-----------|---------|
| ASIA      | 9,500  | FRIDAY  | 4th June  | at Noon |
| CHINA     | 10,200 | TUESDAY | 27th July | at Noon |

Hongkong to London (via Canadian Atlantic Ports) £243.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of the China and Japan Governments.

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PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

| DESTINATIONS  | STEAMSHIP    | SAILING DATE    | 1909               |
|---|--------------|-----------------|--------------------|
| MARSEILLES, LONDON AND ANTWERP                                  | WAKASA MARU  | WEDNESDAY, 9th  | June, at Daylight. |
| SINGAPORE, PENANG, COLOMBO AND PORT SAID                        | SADO MARU    | WEDNESDAY, 23rd | June, at Daylight. |
| VICTORIA, B.C. & SEATTLE  | TOKA MARU    | TUESDAY, 8th    | June, at 4 p.m.    |
| YOKOHAMA, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU AND YOKOHAMA | SHINANO MARU | TUESDAY, 22nd   | June, at 4 p.m.    |
| SYDNEY AND MELBOURNE  | NIKKO MARU   | FRIDAY, 11th    | June, at Noon.     |
| YOKOHAMA, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU AND YOKOHAMA | KUMANO MARU  | FRIDAY, 8th     | July, at Noon.     |
| BOMBAY, via SINGAPORE, COLOMBO AND Ceylon                       | MYOKO MARU   | THURSDAY, 3rd   | June, at Noon.     |
| SHANGHAI, MOJI AND KOBE   | COLOMBO MARU | TUESDAY, 8th    | June, at Noon.     |
| KOBE AND YOKOHAMA   | SANUKI MARU  | FRIDAY, 11th    | June, at 5 p.m.    |
| NAGASAKI, MOJI, KOBE, YOKKAICHI, SHIMIZU AND YOKOHAMA           | MISHIMA MARU | FRIDAY, 18th    | June, at Noon.     |

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## NIPPON YUSEN KAISHA.

EXTRA PASSENGER SERVICE NEW STEAMERS EUROPEAN LINE.

FOR GEN. A. MARSEILLES, LONDON AND ANTWERP, via SINGAPORE, COLOMBO, SUEZ AND PORT SAID.

THE Company's Newly Built 9000-Tons Passenger Steamers will be despatched from Hongkong as follows:

Hirano Maru (Capt. H. FLEISCH) About Wed., 30th June.

Kamo Maru (Capt. F. L. Sommer) About Wed., 28th July.

Mishima Maru (Capt. A. E. Moore) About Wed., 28th Aug.

Atsuta Maru (Capt. Wm. Thompson) About Wed., 22nd Sept.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND THE WORLD.

For further particulars, apply to

NIPPON YUSEN KAISHA, Hongkong, December 30, 1908.

## MIYASAKI &amp; CO. COAL MERCHANTS.

HEAD OFFICE: SHANGHAI, KOREA, JAPAN.

BRANCH: NIPPON YUSEN KAISHA, HONGKONG, JAPAN AND HONGKONG.

MIYASAKI & CO. COAL MERCHANTS.

YUTAKA, apply to Head Office and Shanghai Branch.

A. B. C. 1st Edition USED.

The Head and Branch Offices will receive any Order for

JAPAN COALS.

Y. KUBO, Manager, HONGKONG.

4th Floor, No. 2 CONNAUGHT ROAD.

## PRATT ISLAND.

## Attitude of the Japanese Government.

We read in the Jiji Shampo, writes the Japan Mail, what is evidently an authentic version of the Japanese Government's attitude towards the affair of Tungsha. Japan was not at all disposed from the outset to raise any question about the ownership of such a petty speck of territory in mid-ocean. She had no inclination to claim it for herself, and the idea of allowing such a trifling matter to disturb her relations with her neighbour never for a moment found favour in her eyes. She did not even ask that China should produce conclusive proof of ownership. Even in the case of a Power with the best ordered archives in the world, it might be difficult to marshal valid evidence as to the connection between the home country and all its outlying portions. Tokyo was therefore prepared to recognize any claim advanced by China, provided that it possessed a semblance of validity. In response, however, to this liberal attitude, Japan asked that China should lay aside her suspicious with regard to the motive of Mr. Nishizawa's enterprise. Mr. Nishizawa and his party had exploited Pratas Island in the hope of pursuing commercial profit, and it was only fair that their undertaking should be recognized as legitimate, seeing that the island had lain uninhabited from the earliest times, that it was not under the effective jurisdiction of any State that it had never been supposed to possess any resources worth developing. Mr. Nishizawa ought therefore to be allowed to continue his enterprise without interruption, or should be reasonably compensated for any loss incurred by the Japanese Government. Such was the moderate and fair attitude assumed by Japan from the outset. On the other hand, Victory Chang and the publicists of Canton had insisted that Nishizawa's enterprise was deliberately planned in the interests of aggression, and instead of recognizing that Nishizawa's position had a claim to consideration, they declared that he ought to be severely mulcted for lawless trespass. In these circumstances nothing remained for Japan except to revert to the question of ownership. If China will not accept his island with a small responsibility attached, she must prove her right to its possession. Therefore the question is farther than ever from being disposed of.

## Hotels.

## BELLE VIEW HOTEL.

AN IDEAL SUMMER RESORT.

SHADY GARDENS AND FINE HARBOUR VIEW.

VISITORS to the Colony should not fail to pay us a visit.

MEALS A LA CARTE SERVED AT ALL HOURS.

ONLY FIRST-CLASS WINES & SPIRITS SERVED.

Hongkong, April 30, 1909. 564

## KING'S HOTEL.

WEI-HAI-WEI.

THIS First-Class Hotel is now under new Management and has recently been thoroughly renovated. It contains spacious reception, bed, and billiard rooms and is very well situated on high ground and commands a fine view of the Harbour and surrounding Country, and is fitted throughout with Electric Light. Hot and Cold Water laid on. Terms moderate. For further particulars apply to

DUNCAN CLARK, Manager.

January 14, 1909. 70

## KING EDWARD HOTEL.

HIGH-CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS.

Electric Fan and Billiard Rooms.

Hot and Cold Water throughout.

Electric Fan (if required).

Electric Passenger Elevator to each Floor.

Tables d'Hôte at SEPARATE TABLES.

Telephone No. 600 (VICTORIA), Hongkong.

For Terms, etc., apply to the MANAGER.

Hongkong, October 2, 1908. 1352

## BRASIDE PRIVATE HOTEL.

STANDING in its own grounds with Tennis and Croquet Lawns, Large Airy and Well Furnished Rooms. Every comfort. Fine View of the Harbour. Telephone No. 600 (VICTORIA), Hongkong.

Apply to Mrs. F. W. WATTS, "Braside," 20, Macdonnell Road, Hongkong, September 2, 1908. 1214

## KINGSCLERE PRIVATE HOTEL.

APPROACHED from Kennedy Road and Macdonnell Road.

Ref. No. 124, Tel. Address: KINGSCLERE, A.B.C. Code, 4th Ed.

Electric light, hot and cold water throughout. Billiards, tennis, croquet, putting green and fine stabling for horses.

Proprietors, Mrs. F. W. WATTS, Hongkong, September 1, 1908. 1208

## VICTORIA HOTEL.

SHANGHAI, CANTON.

Manager, Mr. H. H. HAYES.

Telephone Address: VICTORIA, Hongkong.

Situated on the British Consulate.

## MACAO HOTEL.

MACAO.

Manager, Mr. H. H. HAYES.

Telephone Address: MACAO, Hongkong.

Situated in the Centre of the Macao.

Best Hotel in Macao, fitted and under the supervision of European Superior.

Guests and Chinese Patrons.

Every information and special ticket on request. Telephone No. 1208.

MACAO, May 15, 1908. 709

## Shipping.

## INDO-CHINA STEAM NAVIGATION CO., LD.

## PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

| FOR                             | STEAMSHIP | TO SAIL                    |
|---------------------------------|-----------|----------------------------|
| SHANGHAI                        | OHIOYANG  | FRIDAY, June 4, at Noon.   |
| KOBE                            | HINSANG   | FRIDAY, June 4, at 2 p.m.  |
| MANILA                          | HINSANG   | FRIDAY, June 4, at 4 p.m.  |
| SHANGHAI                        | YATSHING  | FRIDAY, June 4, at Noon.   |
| SHANGHAI, YOKOHAMA, KOBE & MOI  | POOKANG   | MONDAY, June 7, at Noon.   |
| SINGAPORE, PENANG, KUALA LUMPUR | KUTSANG   | TUESDAY, June 15, at Noon. |

## RETURN TOURS TO JAPAN, Occupying 34 days.

THE steamers Kutsang, Namang and Pookang leave about every 3 weeks for Shanghai and Yokohama, returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A daily qualified Surgeon is also carried.

Steamers have superior Accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chaochow, Tientsin & New Yangtze.

Taking Cargo on through Bills of Lading to Kuddai, Lahad, Datin, Simpang, Tawar, Ulu, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd., Telephone No. 61.

General Managers.

## CHINA NAVIGATION CO., LD.

## CHINA.

## SAILINGS SUBJECT TO ALTERATION.

| FOR      | STEAMSHIP | TO SAIL            |
|----------|-----------|--------------------|
| SHANGHAI | CHINA     | June 4, at 4 p.m.  |
| YOKOHAMA | CHINA     | June 4, at 6 p.m.  |
| SHANGHAI | CHINA     | June 4, at 8 p.m.  |
| MANILA   | CHINA     | June 4, at 10 p.m. |
| SHANGHAI | CHINA     | June 4, at 12 p.m. |
| SHANGHAI | CHINA     | June 4, at 2 p.m.  |
| SHANGHAI | CHINA     | June 4, at 4 p.m.  |
| SHANGHAI | CHINA     | June 4, at 6 p.m.  |
| SHANGHAI | CHINA     | June 4, at 8 p.m.  |
| SHANGHAI | CHINA     | June 4, at 10 p.m. |
| SHANGHAI | CHINA     | June 4, at 12 p.m. |
| SHANGHAI | CHINA     | June 4, at 2 p.m.  |
| SHANGHAI | CHINA     | June 4, at 4 p.m.  |
| SHANGHAI | CHINA     | June 4, at 6 p.m.  |
| SHANGHAI | CHINA     | June 4, at 8 p.m.  |
| SHANGHAI | CHINA     | June 4, at 10 p.m. |
| SHANGHAI | CHINA     | June 4, at 12 p.m. |
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| SHANGHAI | CHINA     | June 4, at 4 p.m.  |
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| SHANGHAI | CHINA     | June 4, at 8 p.m.  |
| SHANGHAI | CHINA     | June 4, at 10 p.m. |
| SHANGHAI | CHINA     | June 4, at 12 p.m. |
| SHANGHAI | CHINA     | June 4, at 2 p.m.  |
| SHANGHAI | CHINA     | June 4, at 4 p.m.  |
| SHANGH   |           |                    |



## Shipping.

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

PROPOSED SAILINGS OF MAIL STEAMERS

## MARSEILLES &amp; LONDON,

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.  
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

| STEAMERS | Leave    | Connecting Steamers | Due at              | Due at      |
|----------|----------|---------------------|---------------------|-------------|
| to       | HONGKONG | from COLOMBO to     | MARSEILLES & LONDON | BRINDISI    |
| COLOMBO  | 1809     |                     | Days earlier        | 1 day later |
| DELHI    | June 12  | MOOLTAN             | July 10             | July 16     |
| DEVANHA  | June 26  | CHINA               | July 24             | July 30     |
| ASSAYE   | July 10  | MAHENDRA            | Aug. 7              | Aug. 13     |
| DELHI    | July 24  | MOLDIA              | Aug. 21             | Aug. 27     |
| GALEONIA | Aug. 7   | MANTUA              | Sept. 4             | Sept. 10    |
| DEVANHA  | Aug. 21  | MONGOLIA            | Sept. 18            | Sept. 24    |
| ASSAYE   | Sept. 4  | MARMOBA             | Oct. 2              | Oct. 8      |
| DELHI    | Sept. 18 | MOBIA               | Oct. 16             | Oct. 22     |
| DEVANHA  | Oct. 2   | MOOLTAN             | Oct. 30             | Nov. 5      |

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said.  
Accommodation in the connecting steamer from Colombo is arranged in Hongkong or at time of booking.

In addition to the above Mail Steamers the following:-

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS  
WILL LEAVE FOR

## LONDON,

CARRYING SALOON PASSENGERS AT REDUCED RATES.

| STEAMERS | Leave   | Due at       |
|----------|---------|--------------|
| HONGKONG | LONDON  | LONDON       |
| POONA    | June 18 | August 1     |
| MAHENDRA | June 30 | August 15    |
| MAHENDRA | July 14 | August 29    |
| MAHENDRA | July 28 | September 12 |
| MAHENDRA | Aug. 11 | September 25 |
| MAHENDRA | Aug. 25 | October 9    |
| MAHENDRA | Sept. 8 | October 23   |

These Steamers call also at Singapore, Penang, Colombo, and at Malta, Marseilles.  
\* Carry 1st and 2nd Saloon Passengers.

For further particulars, Apply to

E. A. HEWITT,  
Superintendent.

## THE EASTERN &amp; AUSTRALIAN STEAMSHIP CO. LIMITED.

## MAIL TO AUSTRALIA.

MAIL SCHEDULE.  
(SUBJECT TO MODIFICATION).

| STEAMERS | Arrive Hongkong from Australia | Leave Hongkong for Australia |
|----------|--------------------------------|------------------------------|
| EMPIRE   | May 31                         | 23rd June, at Noon           |
| EASTERN  | June 28                        | 21st July, at Noon           |

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A daily qualified Doctor and Stewards are carried. For further particulars, apply to

GIBB, LIVINGSTON & CO.,  
Agents.

Hongkong, November 2, 1908.

## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light-Perfect Cuisine-Surgeon and Stewards on board. All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

| Steamship | Tons | Captains     | For    | Sailing Date               |
|-----------|------|--------------|--------|----------------------------|
| SAFRO     | 2540 | R. Rodgers   | Manila | SATURDAY, June 6, at Noon. |
| ZUBI      | 2540 | R. W. Almond | Manila | June 12, at Noon.          |

For Freight or Passage, apply to

Shewan, Tomes &amp; Co., General Managers.

## HONGKONG-BOSTON &amp; NEW YORK

AMERICAN-ASIATIC STEAMSHIP COMPANY.

FOR BOSTON &amp; NEW YORK, via PORTS AND SUEZ CANAL.

(WHEN LAUNDRY TO OAK AT THE MALABAR COAST).

| STEAMSHIP | TO SAIL ON       |
|-----------|------------------|
| INDRANI   | 18th June, 1909. |

To be followed by

ST. PATRICK About 18th July, 1909.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,  
General Agents.

Hongkong, May 24, 1909.

## Shipping.

## OSAKA SHOSHEN KAISHA.

## INAUGURATION OF NEW TRANS-PACIFIC LINE.

REGULAR SERVICE.  
Connecting at TACOMA with  
THE CHICAGO, MILWAUKEE & PUGET SOUND RAILWAY.

THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.  
(The only direct train service, without transshipment, also shortest and fastest route) from the Pacific Coast to CHICAGO.  
Taking cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, also to the Principal Ports in Mexico, Central and South America.  
Prep. red sailings from HONGKONG for TACOMA, via Shanghai and Japan.  
(Intermediate Ports of call: Regular—Shanghai, Moji, Kobe and Yokohama. Occasional—Manila, Keelung, Yokohama, Shimizu, Seattle and Victoria, B.C.)  
(Subject to Alteration)

Newly built Steamers Tons Captain Sailing Date.  
TACOMA MARU 6,178 (gross reg.) on Saturday, 3rd July.

SEATTLE MARU (already launched) and 4 other new sister ships to follow.  
The steamers have fair speed; Special up-to-date appliances for cargo working; and best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards express connection. Superior accommodation for average passengers situated amidships, and a limited number of Cabin passengers carried at low rates. Electric Light and Steam heated.  
For further information, apply at the Co.'s local Branch Office at Second Floor No. 1, Queen's Buildings.

Hongkong, June 1, 1909.

T. ARIMA, Manager.

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

## HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS, Fastest and most luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light and First-Class Cuisine.

| STEAMSHIP | For                    | Leaving                      |
|-----------|------------------------|------------------------------|
| HAIYAN    | SWATOW, AMOY & FOOCOW. | FRIDAY, 4th June, at 1 p.m.  |
| HAIYUN    | SWATOW.                | SUNDAY, 6th June, at Noon.   |
| HAIYAN    | SWATOW, AMOY & FOOCOW. | TUESDAY, 8th June, at 1 p.m. |

For the convenience of Passengers, Steamers will arrive at, and depart from, the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to

DOUGLAS, LAPRAIK & CO.,  
General Managers.

Hongkong, November 17, 1908.

JAVA-CHINA-JAPAN L.I.J.N.  
REGULAR THREE-WEEKLY SERVICE BETWEEN  
JAVA, CHINA, AND JAPAN.

| STEAMER   | FROM  | EXPECTED ON OR ABOUT | WILL LEAVE FOR | ON OR ABOUT          |
|-----------|-------|----------------------|----------------|----------------------|
| TUJODAS   | JAPAN | First half of June.  | JAVA           | First half of June.  |
| TUJATAP   | JAVA  | Do.                  | SHANGHAI       | Do.                  |
| TUJIWONG  | JAVA  | Do.                  | JAPAN          | Do.                  |
| TUJIPANAS | JAVA  | Second half of June. | SHANGHAI       | Second half of June. |
| TUJIKINI  | JAVA  | Do.                  | JAPAN          | Do.                  |
| TUJIMAH   | JAVA  | First half of July.  | SHANGHAI       | First half of July.  |

THE Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.  
For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN L.I.J.N.  
YOKOBUSSAN, 1st Floor.  
Telephone No. 575.

## FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to

Bangkok, Madras and Mauritius.

THE Steamship

GREGORY APCAR.

Captain S. H. BRISOR, will be despatched

for the above Ports on SATURDAY, the

24th June, at Noon, instead of as previously

advertised.  
For Freight or Passage, apply toDAVID SASSOON & Co., Ltd.,  
Agents.

Hongkong, June 1, 1909.

719

SHIRE LINE OF STEAMERS, LTD.

FOR MARSEILLES, LONDON AND ANTWERP.

THE Steamship

DEBIGHSHIRE.

Captain W. BAKER, will be despatched

as above on or about 12th June.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.,  
Agents.

Hongkong, May 29, 1909.

682

CHARGEURS REUNIS

FRENCH STEAMSHIP COMPANY

REGULAR FREIGHT SERVICE

TO SAN FRANCISCO, MEXICO, PERU,

CHILE, RIVER PLATE, BRAZIL.

THE Steamers of the Chargeurs Reunis

Co. proceed from Yokohama DIRECT

TO SAN FRANCISCO, without any call

en route thus affording a fast regular cargo

service from China and Japan to San

Francisco.  
The 8,000 Tons, Captain X.

will be despatched for San Francisco and

other above destinations on or about the

20th of July.  
For further particulars, apply toMESSAGERIES MARITIMES,  
Agents at Hongkong.

Hongkong, April 14, 1909.

## IMPERIAL GERMAN MAIL LINE.

NORDEUTSCHER LOYD, BREMEN.

FOR EUROPE.

THE Steamship

PRINZ EITEL FRIEDRICH,

Captain E. MALZOW, will leave on

THURSDAY, the 3rd inst., at 10 a.m.

NORDEUTSCHER LOYD,

MELOCHERS & CO.,  
General Agents.

Hongkong, June 1, 1909.

726

AUSTRIAN NAVIGATION COMPANY.

STEAM FOR

TUMME and TRIESTE Direct, Calling at

SINGAPORE, PENANG, COLOMBO,

ADEN, SUEZ and PORT SAID.

(Taking Cargo at through rates to the

BRISLES, RED SEA, BLACK SEA,

LIVANT, VARIE and ADRIATIC PORTS.)  
This Vessel brings on Cargo

From LONDON, &amp;c. &amp;c. &amp;c. China.

From CALCUTTA, &amp;c. &amp;c. &amp;c. B.S.N. and

B. & P.S.N. Co.'s steamers.  
Optional goods will be landed here

unless instructions are given to the contrary

before the 1st inst. at 4 p.m. will be subject to

No Fire Insurance will be effected by

us in any case whatever.  
Damaged packages must be left in the

Godowns for examination by the Con-

signees at their risk. No claims will be

admitted after the goods have left the Godowns.

S. A. HEWITT,  
Superintendent.

Hongkong, May 24, 1909.

709

WASHING BOOKS

(In English and Chinese)

WASHERMAN'S BOOKS, for the use

of Ladies and Gentlemen: can now

be had at this Office. Price, 30 Cents.

CHINA MAIL Office, 1, Wyndham Street.

## Shipping.

## COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

TOURANE.

Captain LAUREN, will be despatched for

the above ports on or about MONDAY, the

1st inst. at 10 a.m.  
P. DE CHATELAIN,  
Agent.

Hongkong, June 1, 1909.

725

FOR

STRAITS, CEYLON, AUSTRALIA,

INDIA, ADEN, EGYPT, MEDITERRANEAN

PORTS, EGYPT, MEDITERRANEAN

AND LONDON.

Through Bills of Lading issued for BATA-

VIA, PERSIAN GULF, CON-

TINENTAL, AMERICAN AND

SOUTH AFRICAN PORTS.

THE Steamship DELET, Captain G.

W. GORDON, R.M.S., carrying His

Majesty's Mail, will be despatched from

this for BOMBAY &amp;c. with Passengers and

Mail, on SATURDAY, the 13th June,

1909, at Noon, taking Passengers and

Cargo for the above ports in connection

with the Company's Steamship Mookoo,

10,000 tons, from Colombo. Passenger

accommodation is which vessel is secured

before departure from Hongkong.  
Silk and Valuables, all Cargo for France,

and Tea for London (under arrangement) will

be transhipped at Colombo into the mail

steamer proceeding to Marseilles and

London; other cargo for London, &amp;c., will

be conveyed from Bombay by the R.M.S.

Persia, due in London on the 25th July,

1909.  
Parcels will be received at this Office

until 4 p.m. the day before sailing. The

contents and value of all packages are

required.  
For further particulars, apply toE. A. HEWITT,  
Superintendent.

Hongkong, May 29, 1909.

718

SHIRE LINE OF STEAMERS, LIMITED.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Steamship

SEGURA.

Captain HAYES, will be despatched as

above on or about 8th June.  
The attention of passengers is drawn to

the excellent accommodation provided by

this vessel. She is fitted throughout with

electric light and carries a doctor and

stewardess.  
For Freight or Passage apply toJARDINE, MATHESON & Co., Ltd.,  
Agents.

Hongkong, May 26, 1909.

697

Notice to Consignees

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

FROM SAN FRANCISCO, HONOLULU, JAPAN &amp; SHANGHAI.

CONSIGNEES OF Cargo per Steamship

MONGOLIA.

The above-named steamer having

arrived Consignees of Cargo are hereby

notified to send in their Bills of Lading for

contribution, and take immediate delivery

of cargo from Hongkong.  
Cargo impeding discharge of the vessel

will be landed at once at Consignees' risk

and expense.  
Cargo remaining on board after FRIDAY,

June 4th, 1909, at 5 p.m., will be

landed and stored at Consignees' risk and

expense.  
No Fire Insurance whatever will beeffected.  
All cargo undelivered TUESDAY, June

8th, 1909, at Noon, will be subject to

rent.  
All chafed and otherwise damaged cargo

will be examined at the above Company's

Godown MONDAY, June 7th, 1909, at

10 a.m.  
S. SILVERSTONE,  
Agent.

Hongkong, June 1, 1909.

729

NOTICE TO CONSIGNEES.

THE PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY'S

STEAMER DELHI.

FROM BOMBAY, COLOMBO AND

STRAITS.

CONSIGNEES OF Cargo, by the above-

named Vessel are hereby informed that

their Goods are being landed at the

Godowns at Kowloon, where each consignment

will be sorted out Mark by Mark, and

delivered as soon as possible after the

Goods are landed.  
This Vessel brings on Cargo

From LONDON, &amp;c. &amp;c. &amp;c. China.

From CALCUTTA, &amp;c. &amp;c. &amp;c. B.S.N. and

B. & P.S.N. Co.'s steamers.  
Optional goods will be landed here

unless instructions are given to the contrary

before the 1st inst. at 4 p.m. will be subject to

No Fire Insurance will be effected by

us in any case whatever.  
Damaged packages must be left in the

Godowns for examination by the Con-

signees at their risk. No claims will be

admitted after the goods have left the Godowns.

S. A. HEWITT,  
Superintendent.

Hongkong, May 24, 1909.

709

## SOUTH MANCHURIA RAILWAY.

SHORTEST AND QUICKEST ROUTE BETWEEN THE FAR EAST AND EUROPE, VIA DAIRIN.

## SUMMER SCHEDULE.

THREE WEEKLY EXPRESS TRAIN SERVICE, composed of excell



